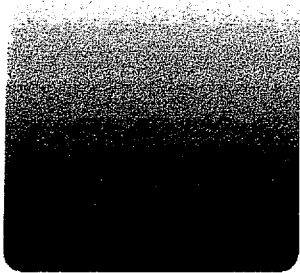


**WINSLOW-LINDBERGH REGIONAL
AIRPORT
Winslow, Arizona**



AIRPORT MASTER PLAN - 1998
APPENDIX C - MISCELLANEOUS CORRESPONDENCE

May 18, 1998

Winslow -Lindbergh Regional Airport
Master Plan - 1998

Page C-I

Winslow Chamber of Commerce

300 W. North Rd.-P.O. Box 460
Winslow, Arizona 86047
(520)289-2434/289-2435
FAX: (520)289-5660

RECEIVED
OCT 20 1997
CITY OF WINSLOW

October 15, 1997

Winslow City Council
21 Williamson
Winslow, Arizona 86047

Dear City Councilmen/Councilwoman,

At the Board Meeting of the Winslow Chamber of Commerce on October 9, 1997, we discussed the possibility of renaming Winslow Airport.

Being one of a limited Transcontinental Airlines still in existence, and having been designed by Charles A. Lindberg long before World War II, the Chamber feels the preservation and renaming of the facility would be worthy of consideration. It was suggested, The National Trust for Preservation Committee might offer assistance in the pursuit of such efforts.

Please be advised! The Winslow Chamber of Commerce Board of Directors enthusiastically endorse and support this project.

Thank You!

Sincerely,

Tana Sue Simonton

Tana Sue Simonton, Executive Director
Winslow Chamber of Commerce Board of Directors

TSS/ejm

Mayor
James L. Boles

(520) 289-2422
Fax (520) 289-3742
TDD (520) 289-4784



Council Members
Robert Beamish
Robin R. Boyd
Curtis Hardy
Duane O. Miller
Dolores Rodriguez
Harold Soehner

TO: John Roche, Development Services Director

FROM: Don E. McDaniel, Jr., City Administrator

DATE: October 21, 1997

RE: Renaming Winslow Municipal Airport

The Board of Directors of the Winslow Chamber of Commerce has recommended we consider renaming the airport. I agree that this is a very good idea. Please research the process for renaming an airport. Gannett Fleming, Airport Consultants may have information and advice on this matter.

Some have suggested that since Charles A. Lindbergh piloted the inaugural flight of the Transcontinental Air Transport route which includes Winslow, and since he stayed overnight in Winslow that consideration be given to renaming the airport after him. The consultants may be able to tell you whether or not the Lindbergh Airport in San Diego would be a conflict.

I'd like to have something for the Council agenda of November 12, 1997. Thank you for your attention to this.

cc: Mayor and City Council
Tana Sue Simonton, Executive Director, Winslow Chamber of Commerce

Mayor
James L. Boles

(520) 289-2422
Fax (520) 289-3742
TDD (520) 289-4784



Council Members
Robert Beamish
Robin R. Boyd
Curtis Hardy
Duane O. Miller
Dolores Rodriguez
Harold Soehner

October 23, 1997

Mr. Ronald D. Schreier, P.E.
Vice President
Gannett Fleming Engineers
3001 E. Camelback Rd., Suite 130
Phoenix, Arizona 85016-4498

Dear Ron:

Enclosed is a note from the City Administrator concerning renaming the Winslow Airport after Charles Lindbergh.

It is my understanding that the FAA or ADOT have no concerns as to what an airport is called. Can you confirm this? Is there a conflict with Lindbergh Field in San Diego? Can you get me some information by October 28, 1997.

Also enclosed is a copy of ADOT's Application for Reimbursement in which the Finance Director noticed an error in the Share Breakdown. Can you advise ADOT of this error.

Thanking you in advance for your cooperation.

Very truly yours,

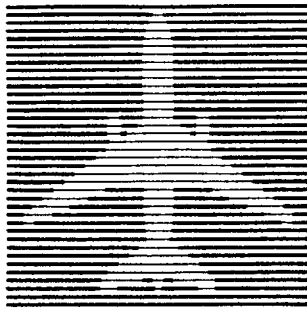
John H. Roche, Jr.
Development Services Director

JHR/smw

Enc.

cc: Gary Carlson, Airport Manager

corr/gannflem



NICHOLAS J. PELA and ASSOCIATES

Aviation Planners

In association with:

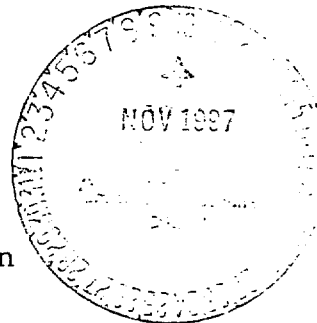


Gannett Fleming
ENGINEERS AND PLANNERS

Mr. John H. Roche, Jr.
Development Services Director
City of Winslow
21 Williamson Avenue
Winslow, AZ 86047

November 4, 1997

RE: Winslow Municipal Airport Master Plan
NJP #INW.0001



Dear John:

The following is offered regarding the City's interest in changing the name of the Winslow Municipal Airport to reflect some of the airfield's unique history:

1. As far as the FAA is concerned, the owner of a public-use airport is free to name the facility anything they want, unless the new name would compromise safety (Example: If there were two airports named "Smith Field", a pilot may ask Flight Service for "the current Smith weather" and get the wrong information - or the correct information for the wrong airport).

San Diego International - Lindbergh Field is the only potential conflict that we are aware of. If the new name is different enough and includes "Winslow" it should not be a problem. When flying into San Diego's Lindbergh Field, a pilot will probably refer to "the International" rather than "Lindbergh" to distinguish it from one of the other San Diego airports.

The FAA and National Weather Service database and records will continue to refer to the airport as "INW", unless the navigational aids are also renamed. INW is the official "name" of the airport, and is the same as the VORTAC facility (the prefix "K" is added to U.S. airport names in navigational databases to distinguish them from associated navigational aids. Thus, in the database the Winslow VORTAC is "INW", while the airport is "KINW").

- the Southwest Aviation Services Group -

NJ Pela & Associates

2930 East Northern Avenue, Bldg A - Phoenix, AZ 85028
865 21st Avenue - Cumberland Municipal Airport - PO Box 1057
Cumberland, WI 54829-1057

(602) 404-3768

(715) 822-5695

Gannett Fleming, Inc.

3001 East Camelback Road, Suite 130 - Phoenix, AZ 85016-4498

(602) 553-8817

2. The procedure for renaming the field should follow this process:

- ▶ A letter of intent should be sent to the FAA Western-Pacific Airports Division Regional Office. The letter should specify the proposed new name of the airport (or alternates) and that no existing navigational aids will be renamed. The FAA will send any required forms. A copy of the letter should be sent to the ADOT - Aeronautics Division, also.
- ▶ A public comment period should be provided, since this is a public-use facility which has been improved using public (AIP/ADOT) funding. This should be advertised both regionally, through local and metro Phoenix newspapers and possibly the AzAA newsletter, and nationally, through aviation trade magazines (such as AOPA Pilot), and the Internet (we can do this for you). A 30-day comment period should be adequate. A copy of the advertisement should be sent to the FAA and ADOT.
- ▶ After receipt of any public and agency comments, the airport should be officially renamed by resolution of the City Council.
- ▶ A copy of the resolution, along with appropriate FAA form should be sent to the FAA District Office (with copy to ADOT).

Addresses and contacts for the FAA and ADOT are as follows:

John P. Milligan, Supervisor
Standards Section
Federal Aviation Administration
Western-Pacific Airports District Office
PO Box 92007 WPC
Los Angeles, CA 90009

Gary Adams, Director
Arizona Department of Transportation
Aeronautics Division
PO Box 13588
Mail Drop 426M
Phoenix, AZ 85002-6234

3. The airport was originally called Barragan Field when T.A.T. originally constructed it in the late 1920's. I'm not sure that Lindbergh had anything to do with the airport's design, but he did serve as "Technical Advisor" to T.A.T. during its development and did fly the first transcontinental Ford Trimotor into Winslow from California and a returning flight out of Winslow the next day.

I am taking the liberty of suggesting some names for consideration. The term "Regional" seems to get the attention of corporate pilots and potential business users. Using "Airfield" instead of "Airport" lends an historic air to the name. "Aerodrome" would do the same, but may be a bit too antiquated. The term "Transcontinental" identifies the airport's historical role (or at least raises the question). As mentioned above, including "Winslow" in the name will minimize

confusion for pilots (we confuse easily, you know).

Here are a few suggestions:

Winslow-Lindbergh Regional Airport
Winslow-Lindbergh Transcontinental Airfield
Lindbergh Transcontinental Airfield
Lindbergh-Barragan Regional Airfield
Lindbergh-Barragan Transcontinental Airfield
Winslow Transcontinental Airfield

From the standpoint of the Master Plan preparation it would be advantageous to expedite the renaming process. All completed drawings and narratives will need to be revised and reprinted to reflect the new name.

Please let us know if we can be of further assistance.

Sincerely,



Nicholas J. Pela
Principal Planner

* C: Ron Schreier, Gannett Fleming, Inc.
Tana Sue Simonton, Winslow Chamber of Commerce
Don E. McDaniel, City Administrator



Arizona Department of Transportation

Aeronautics Division

P. O. Box 13588 Mail Drop 426M, Phoenix, AZ 85002-3588
Office (602) 254-6234 Fax (602) 254-6361



Jane Dee Hull
Governor

Mary E. Peters
Director

Gary Adams
Division Director

March 18, 1998

Mr. John H. Roche, Jr.
Development Services Director
City of Winslow
21 Williamson Avenue
Winslow, Arizona 86047



Re: Winslow-Lindbergh Regional Airport Plan Set

Dear Mr. Roche:

We have reviewed the preliminary Airport Layout Plan and Plan Set forwarded to us by Gannett Fleming. The Plan Set, from our point of view, needs considerable renovation to conform to the requirements established in FAA Advisory Circular(AC) 150/5300-13, Appendix 7 and the FAA Western-Pacific Region Checklist. Although our major focus of attention is on the Airport Layout Plan itself, there also are significant deviations from the requirements for the other plans in the set as well. We have indicated some of the major problem areas below and in the checklist enclosed with this correspondence:

1. Airport Layout Plan: This plan is difficult to read as the line strengths are nearly identical and several of the line types are the same except for different designations (RPZ, BRL, OFA. etc). What appear to be section lines are not labeled, adding to the confusion. The scale and details of the Location and Vicinity maps are not drawn in accordance to FAA AC 150/5070-6A. Although not mandatory by FAA standards, these drawings are required by our Division and should be drawn in accordance with FAA AC 150/5070-6A (see attached comments).

2. Terminal Area Plan: The existing and future facilities legend codes are reversed (*existing facilities* should be bold, *future facilities* should be dashed) The building heights are not indicated but if not known, a note should be appended to the drawing indicating that the information (should be a surveyed data source) is not available.

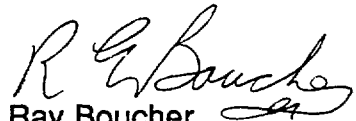
Mr. John Roche
March 18, 1998
Page 2

3. Runway RPZ Plan & Profile Drawings: The drawing does not indicate the source and date of the data used to determine the obstruction information or the USGS quadrangle map used in the plan view. Profile views do not indicate the significant objects in the plan *whether or not they are obstructions*.

4. Airport Land Inventory and Horizontal Control Map: The Aeronautics Division requires the area depicted on the Land Use/Noise Map to be no less than the area contained within the traffic pattern airspace of the airport as determined by FAA Order 7400.2D, Part 3, Chapter 10, Figure 3-8. Again, the source of the base map information is not indicated (which USGS quadrangle or aerial photo) nor are the public facilities within the vicinity of the airport annotated in accordance with FAA AC150/5300-13, Appendix 7, para 6. These requirements were established in a letter to your office (May 20, 1997) concerning changes to the Scope of Work. The noise contour, if not obtained during the study as part of the master plan process, can be obtained from the Arizona Aviation System Plan, Land Use Compatibility Study, 1995.

The Plan Set for Winslow-Lindbergh Regional Airport is unacceptable to the ADOT Aeronautics Division in its present form. Please return a corrected copy for our review. If you should have any questions, do not hesitate to call.

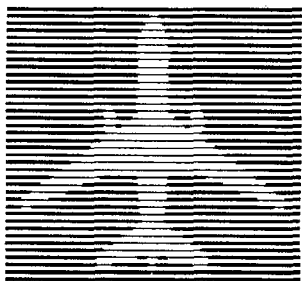
Sincerely,



Ray Boucher,
Aviation Program Analyst

Enclosure

cc: Ron Schrier, Gannett Fleming, 3001 E. Camelback Rd, Ste 130, Phoenix, AZ
85016-4498



NICHOLAS J. PELA and ASSOCIATES

Aviation Planners

In association with:



Gannett Fleming
ENGINEERS AND PLANNERS

Mr. Ray Boucher
Aviation Program Analyst
ADOT - Aeronautics
PO Box 12588, Mail Drop 426M
Phoenix, AZ 85002-6361

March 27, 1998

RE: Winslow-Lindbergh Regional Airport Master Plan
ADOT Review of Draft ALP set
NJP #INW.0001

Dear Mr. Boucher:

The following is offered in response to your review of the Draft ALP for Winslow (letter to John Roche, dated March 18, 1998).

First of all, your opening comment that the ALP "*needs considerable renovation to conform to the requirements established in FAA Advisory Circular (AC) 150/5300-13, Appendix 7 and the FAA Western-Pacific Region Checklist*" seems a bit harsh in view of the fact that you presented very few substantive comments, and none regarding the plan content.

In fact, we prepared the ALP set in strict conformance with the most current FAA Western-Pacific Region checklist, dated January 1, 1997 (a copy of the checklist we used during ALP preparation is attached). The plan set contains *as a minimum* all of the features required by this checklist and FAA AC 150/5300-13, Appendix 7.

In addition to the minimum requirements set forth by the FAA, it is our policy to also include many "value-added" features that make the ALP set more useful to the owner as a planning, engineering, and marketing tool. Some of these are discussed below.

Our responses to the four comments you presented follow, in sequence:

- the Southwest Aviation Services Group -

NJ Pela & Associates

2930 East Northern Avenue, Bldg A - Phoenix, AZ 85028
Eight Airport Avenue - Cumberland Municipal Airport - PO Box 1057
Cumberland, WI 54829-1057

(602) 404-3768
(715) 822-5695

Gannett Fleming, Inc.

3001 East Camelback Road, Suite 130 - Phoenix, AZ 85016-4498

(602) 553-8817

Ray Boucher, ADOT
March 27, 1998
Page 2

1. Airport Layout Plan: You commented that the *"plan is difficult to read as the line strengths are nearly identical and several of the line types are the same except for different designations (RPZ, BRL, OFA, etc.)..."* We used eight (8) different line weights and twelve (12) different line styles on this drawing. Some of the lines will actually be "screened" on the final set - the draft set was plotted on a pen plotter, but the finals will be plotted on a laser plotter. We have added *"different designations (RPZ, BRL, OFA, etc.)"* for added clarity where we have used the same line types.

The section lines can be removed if they are too confusing, but the inclusion of references to section corners is an FAA checklist requirement. We would prefer to leave them on the drawings, but label each line on the final plan ("South Line - Section 25" - etc.). What is your preference?

Regarding your comments on the Location and Vicinity Maps: As you said, FAA AC 150/5300-13 indicates that these are optional. We have included these maps and tried to make them as useful as possible to the owner, showing the airport's location in the state (for FAA's benefit and potential relocating businesses), highway access and the airport's relationship to other communities, airports and the airspace system. The FAA's sample maps include much less useful information. Is that what you are asking for? Please clarify your personal preferences on this. We believe the final decision on including this information is up to the City of Winslow. They are the ones who will actively use these documents. Do you disagree?

2. Terminal Area Plan: You commented that *"The existing and future facilities legend codes are reversed (existing facilities should be bold, future facilities should be dashed)..."* This is only true in regards to the future buildings, which are shown much bolder than the existing buildings. It's actually a plotter problem that can easily be remedied in the final printing - what appears as a black block on the pen-plotted draft drawings will show up as a screened block on the finals. All existing features are shown with "solid" lines. All other ultimate facilities are shown with "dashed" lines. We can change the ultimate building depiction to suit your preference on the final drawings.

Regarding inclusion of building heights: We do have surveyed elevations for some of the buildings, and will add them to the final plan, with source noted.

3. Runway RPZ Plan & Profile Drawings: We will add the source and date of the surveys used as a basis of the object locations and elevations, and note the source of the contours and

- the Southwest Aviation Services Group -

NJ Pela & Associates	2930 East Northern Avenue, Bldg A - Phoenix, AZ 85028	(602) 404-3768
	Eight Airport Avenue - Cumberland Municipal Airport - PO Box 1057	(715) 822-5695
	Cumberland, WI 54829-1057	
Gannett Fleming, Inc.	3001 East Camelback Road, Suite 130 - Phoenix, AZ 85016-4498	(602) 553-8817

Ray Boucher, ADOT

March 27, 1998

Page 3

other features depicted (on the final drawings).

Your comment, "Profile views do not indicate the significant objects in the plan whether or not they are obstructions." is simply not correct. There are dozens of potentially significant objects shown in the profiles which were not found to be obstructions. Furthermore, the FAA only requires that we show plan and profile views of "...inner portions of approaches, usually limited to the RPZ areas." (AC 150/5300-13, Appendix 7). When we do an obstruction analysis, we prepare a 3d computer model that considers the entire airport Part 77 airspace, then we show the complete results of the computations on the ALP. Our plans are not limited to the FAA minimum requirement of only the RPZ's. We have shown all RPZ, approach, transitional, horizontal, conical and primary surfaces on either the RPZ Plan/Profiles or the Airport Airspace Drawing.

4. Airport Land Inventory and Horizontal Control Map: Your comments on this drawing assume that it is a "Land Use Drawing". It isn't. This plan is what we used to call the "Property Map", and it includes all the FAA requirements per the AC's, plus actual survey and geometric control information, to make it more useful to the owner for follow-on engineering projects, lease generation, etc.

The FAA requires that adjacent land uses be shown on the Airport Layout Drawing sheet, and this has been done.

Noise contours were not shown on the draft ALP, but will be added to the finals. It's not an FAA requirement and you were sent two separate drawings showing the existing and ultimate noise contours, for your review.

We can address your requirements for a Land Use Drawing in at least two different ways:

- Add a separate Land Use Drawing to the ALP set that will include depiction of the area within the airport traffic patterns, and including the area's land uses and the noise contours, or...
- Show the noise contours and land uses on the Airport Airspace Drawing - Southeast (sheet 9). This might be a little "busy", since this map uses a complete digital USGS topo background set.

Please let us know what you prefer.

- the Southwest Aviation Services Group -

NJ Pela & Associates

2930 East Northern Avenue, Bldg A - Phoenix, AZ 85028
Eight Airport Avenue - Cumberland Municipal Airport - PO Box 1057
Cumberland, WI 54829-1057

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Gannett Fleming, Inc.

3001 East Camelback Road, Suite 130 - Phoenix, AZ 85016-4498

(602) 553-8817

Ray Boucher, ADOT
March 27, 1998
Page 4

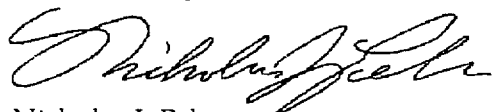
Your final comment indicates that the ALP set is "*unacceptable to the ADOT Aeronautics Division*". Again, this seems a bit harsh: The only comments you had that did not pertain to drafting preferences are:

1. Add building heights and source of information to the Terminal Area Plan.
2. Add adjacent land use information and noise contours.

These will be added to the final drawings.

Since ADOT-Aeronautics Division does have a significant interest in the outcome of each Airport Master Plan in the state, may we suggest that the Division publish a supplemental checklist for Master Plans so that consultants know exactly what additional standards (beyond FAA's) that they should meet. These standards can also include CADD drafting standards. Having a published list would avoid disagreements concerning personal preference in the production of Master plans and ALP's. Otherwise, we believe we have not only met FAA and ADOT requirements (with the exception of the two items noted), but have also provided a more useful document for our client.

Sincerely,
NICHOLAS J. PELA & ASSOCIATES



Nicholas J. Pela
Principal Planner

GANNETT FLEMING, INC.



Ronald D. Schreier
Project Manager

Attachment: FAA Checklist

C: John Roche, City of Winslow
Gary Adams, ADOT-Aeronautics

- the Southwest Aviation Services Group -

NJ Pela & Associates

2930 East Northern Avenue, Bldg A - Phoenix, AZ 85028
Eight Airport Avenue - Cumberland Municipal Airport - PO Box 1057
Cumberland, WI 54829-1057

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Arizona Department of Transportation

Aeronautics Division

P. O. Box 13588 Mail Drop 426M, Phoenix, AZ 85002-3588
Office (602) 254-6234 Fax (602) 254-6361



Jane Dee Hull
Governor

Mary E. Peters
Director

Gary Adams
Division Director

April 9, 1998

Mr. John H. Roche, Jr.
Development Services Director
City of Winslow
21 Williamson Avenue
Winslow, Arizona 86047



Re: Gannett Fleming letter, Winslow-Lindbergh Regional Airport Master Plan ADOT
Review of Draft ALP set, March 27, 1998

Dear Mr. Roche:

Where State Aviation Trust Funds are being utilized to fund airport/aviation projects, the Aeronautics Division is tasked with reviewing all aviation related planning documents as well as construction plans and specifications. The purpose of the review is to provide some assurance that the sponsor is getting the type and level of information necessary to make informed planning and development decisions affecting the airport.

This review also allows the Aeronautics Division to determine if the information in the documents complies with the criteria established in the Sponsor's Scope of Work, by the FAA, the State, or other appropriate agency whose specifications are referenced.

Relative to the Winslow-Lindbergh Regional Airport A.L.P. (Airport Layout Plan), the Aeronautics Division used the criteria contained in the FAA Western Pacific Region's ALP check list, FAA Advisory Circular 150/5300-13 and the Aeronautics Division's planning guidelines in our review. The WPR check list and the A.C.'s are the basic sources the FAA uses in reviewing ALP's from every airport in the region.

In addition to the sources mentioned as well as State statutory requirements, we may recommend additional information be included that is local in nature and which we feel will improve the quality of these planning documents and subsequent development decisions. An example of this type of information includes the consideration of the Airport Influence Area, Land Use Plan, etc. Such recommendations are encouraged but not mandatory.

As a result of our recent review of the Winslow-Lindbergh Regional Airport ALP, Aeronautics had a number of technical comments as well as several recommendations. The following are our responses and clarifications to their comments:

1. Airport Layout Plan:

a. Reduce the Section Lines to Section corners and label the section corners. Place 2 to 4 Corners in convenient locations on the ALP where they will not interfere with significant features of the ALP. Labeling should merely consist of the section designator (24, 25, 14, 6, etc.).

b. We suggest the Location Map should be drawn to scale (1 : 500,000), sufficient to depict the airport, cities, railroads, major roads and tall towers within 25-50 miles of the airport. A sectional aeronautical chart may be used.

c. The Vicinity Map should show the relationship of the airport to the city or cities, nearby airports, roads, railroads and built-up areas. We suggest it be drawn to a 1 : 24,000 scale (U.S.G.S. 7 & 1/2 minute Quadrangle Map).

2. Terminal Area Plan: Apparently the facilities legend codes were the result of the pen plotter used by the Consultant and will be corrected in the "final" drawings. If you have surveyed building heights for some of the buildings on the airport, have the consultant place that information on the drawing and indicate the Source.

3. Runway RPZ & Profile Drawings: The profile views of the runways should contain the location of significant (and not just "obstruction" features) cultural features in accordance with Change #5 to AC 150/5300-13, Appendix 7, paragraph 3b(6)(b).

4. Airport Land Inventory and Horizontal Control Map: In Attachment A, Scope of Services and Fees Phase 3, Task 10.9, (for the Winslow-Lindbergh Regional Airport Master Plan), Gannett Fleming indicated they would "*Prepare Comprehensive Airport Property and Land Use Map*" as part of the airport layout plan set. We assumed the Airport Land Inventory and Control Map was meant to fill this requirement but we apparently erred in this assumption. You may disregard our comments concerning the Airport Land Inventory and Control Map.

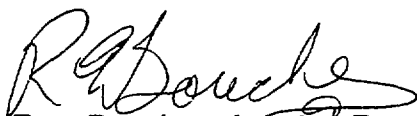
We would, however, appreciate a review copy of the Land Use Map when it is completed. The Aeronautics Division has requested that all Airport Master Plans that were in process in October 1997, and those that follow, be drawn to a scale that would envelope the Airport Influence Area as determined in accordance with the provisions for Traffic Pattern Airspace as outlined in FAA Order 7400.2D, Part 3, Chapter 10, Figure 3-8. The remaining requirements for the Land Use Plan can be found in Change #5 to AC 150/5300-13, Appendix 7, paragraph 6.

Mr. Roche
April 9, 1998
Page 3

We are in the process of developing an ADOT Aeronautics Airport Master Plan Checklist which is in draft form at the present time and will be available at the Arizona Airports Association Conference at Sierra Vista, April 28 - 30, 1998. Our goal is to complete this project with a clear, concise master plan that will satisfy the FAA's and the State's master plan requirements, and provide the sponsor the planning tool to make those informed development decisions critical to the success of the airport.

If you have any questions, do not hesitate to call.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ray Boucher', written in dark ink.

Ray Boucher, Aviation Program Analyst

cc: Ron Schreir, Project Manager, Gannett Fleming, 3001 East Camelback, Suite 130,
Phoenix AZ 85016-4498

cc: Gary Adams, Director



US Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009



June 25, 1998

Mr. Ron Schreier, P.E.
Project Manager
Gannett Fleming, Inc.
3001 East Camelback Road, Suite 130
Phoenix, AZ 85016-4498

Winslow-Lindbergh Regional Airport
Airport Layout Plan Review

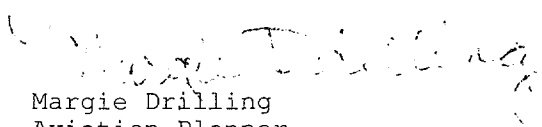
Dear Mr. Schreier:

We have completed our review of the subject document with our comments provided in the enclosure. Our approval of the Airport Layout Plan will be based on incorporation of these comments into the document. Using the Western Pacific Region's new ALP checklist dated January 1, 1997, for our review, we found there to be some corrections and additions required.

Please provide this office with a minimum of four (4) originally signed copies of the sponsor approved Final ALP. One approved copy will be returned to the sponsor. Two will be retained by this office for our files with the fourth to be forwarded to ADOT Aeronautics Division. If the sponsor wishes to have more than one approved drawing on file, we will be happy to sign any additional drawings provided at final submission.

Should you have any questions or concerns regarding the enclosed comments, please feel free to contact me by phone at (310) 725-3628 or by written correspondence, at the above address, to the attention of mail code AWP-621.3.

Sincerely,


Margie Drilling
Aviation Planner

John P. Milligan
Supervisor, Standards Section

Enclosure

cc: Mr. John Roche
Development Services Director
City of Winslow
21 Williamson Ave.
Winslow, AZ 86047

REVIEW COMMENTS - WINSLOW-LINDGERGH REGIONAL AIRPORT LAYOUT PLAN

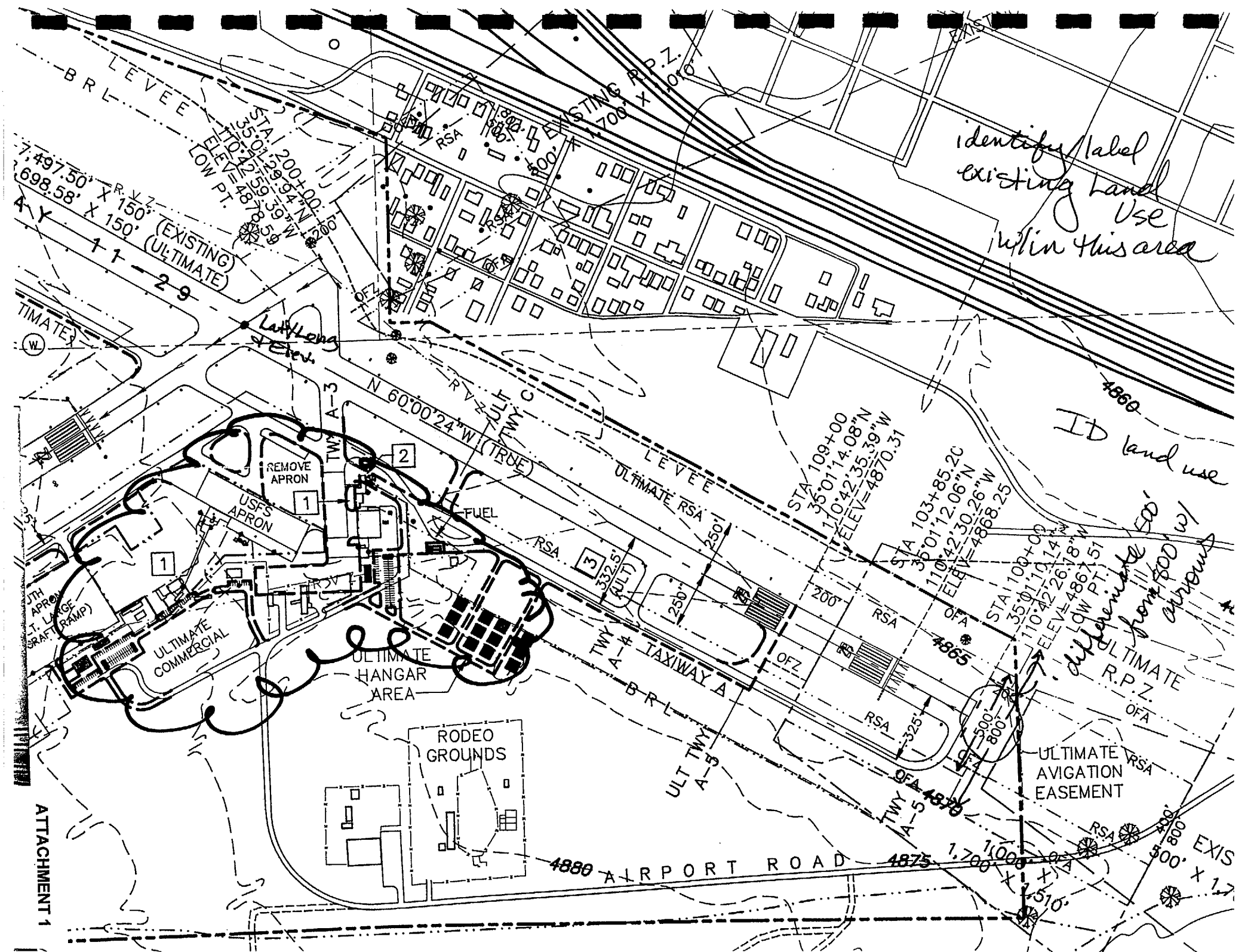
1. North Arrow: no annual rate of change is indicated on drawing. Add to drawing.
2. Wind Rose: Both 12 MPH and 15 MPH individual and combine are needed on the ALP drawing. Corresponding "knot" speeds for 12 MPH and 15 MPH are also required to be present on drawing. Neither is recorded on the wind rose. What is present is 18, 24, and 31 MPH speeds along with 10.5, 16, 21, and 27 Knot speeds. **Correct data to reflect BOTH 12 and 15 MPH with corresponding "knot" speeds on the drawing.** Additional speeds may be present at sponsors' discretion.
3. Elevations: Runway intersection lat/long and elevation information needs to have an arrow to show point of reference for crossings.
4. Contour Lines: Is there a way to de-emphasize the contours so they aren't so prominent? This ALP is already very busy so anything will help to assist in clarity. Narrower line widths would also help.
5. NAD 83 identifier: It is mandatory that the ALP drawing indicate the use of NAD 83 for all Lat/Long measurements. Add "note" to indicate this.
6. Drawing Lines: The **OFZ, BRL and RVZ lines** are not able to be differentiated from one another on the drawing by their distinct symbolism. Please make each more distinct in appearance from one another. (**See Attachment 1**)

BRL Line: I loose site of where the BRL line is within the terminal area. See circled area on **Attachment 1**. Please darken/highlight so appearance is clarified.
- Future Development: Use of "dashed or screened lines" should be used, not bold. Bold is for existing facilities. Change accordingly. Use numbers next to facilities and develop a "facilities list". There are no indicators of what facilities exist within area circled on **Attachment 1**. Clarify for any other facilities as well on airport not currently labeled.
7. Runway Details: The length identified for existing runway 11/29 as well as "ultimate" measurement are not correct with the scale of 1"=500'. Correct measurements or drawing itself to make consistent with one another. 4/22 is correct. No change or correction required.
8. End Numbers: Centerline of runway runs directly through the center of runway #4. Delete line short of runway end number to clarify drawing.
9. Shading: The existing runways should be lightly shaded. Because of the clutter on drawing, recommend existing taxiways also be lightly shaded.
10. Obstacle Free Zone line needs to be shown the entire length of runway. See Attachment 2. Make correction accordingly.
11. Taxiway width: Add to drawing the width of taxiway "A-3".
12. The "Date of Drawing" is not indicated. Add onto plan. The dates indicated within signature block are not acceptable to meeting this requirement.
13. Revision Block: Within the revision block, add information indicating when the last two (2) revisions to this plan were done and what the change was for.
14. Land Use: Label all adjacent land uses surrounding the airport outside the property boundary.

15. Facilities List: Add a "facilities list" onto drawing. See Attachment 3 (example).

16. Symbolic Legend Table: The table under the "existing" column, uses the marking of N.A., indicating "Not Applicable". This is not acceptable for "existing" Building Restriction Line (BRL) and the Runway Visibility Zone (RVZ) line. Indicate an "existing" symbol for both these lines within column one (1). "Ultimate" may remain the same symbol if unchanged from existing, otherwise it should be different in appearance.

17. General: Scale of drawing may be reduced to 1"=600' in order to achieve more room on drawing to display additional tables/information.



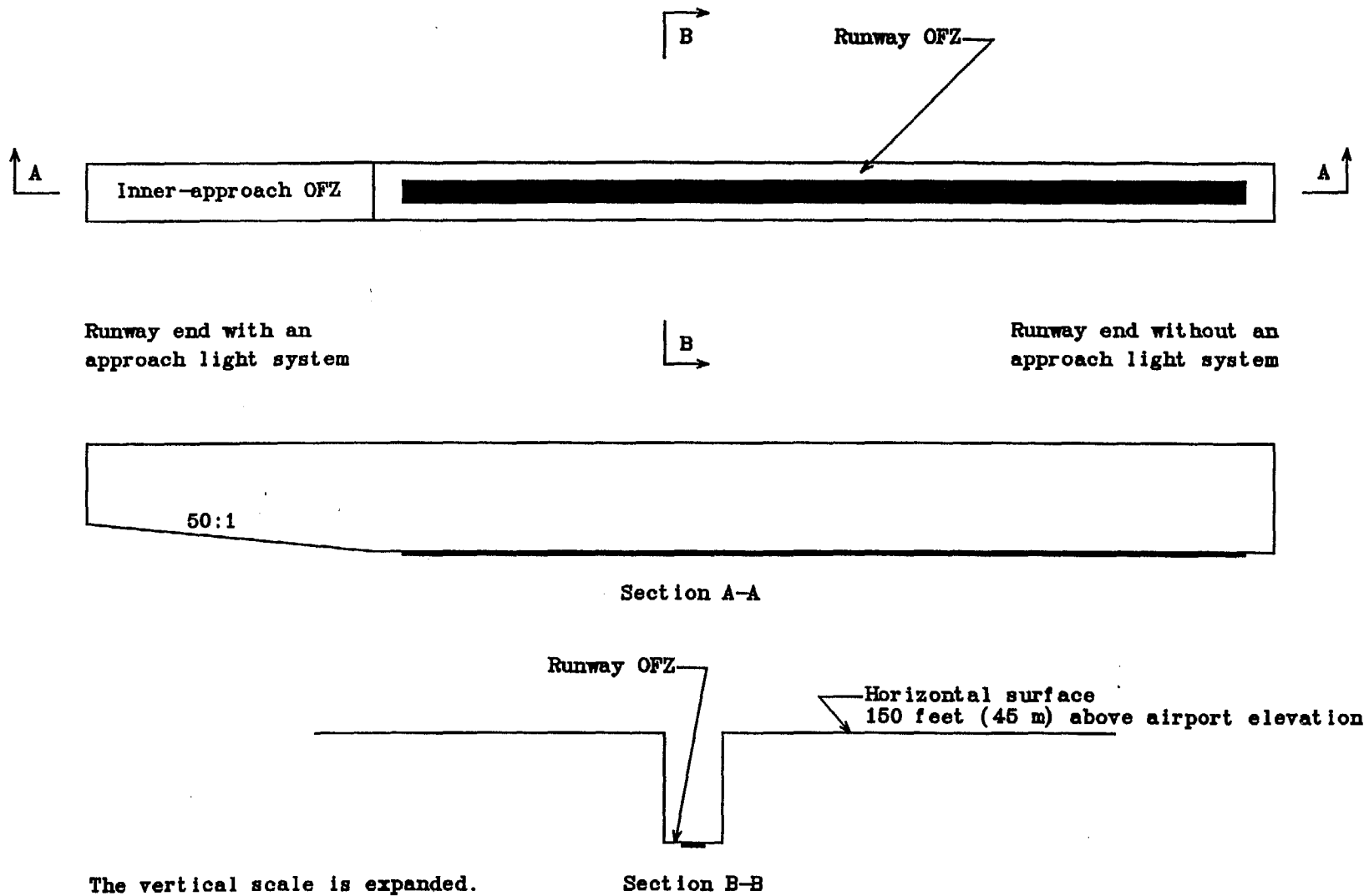
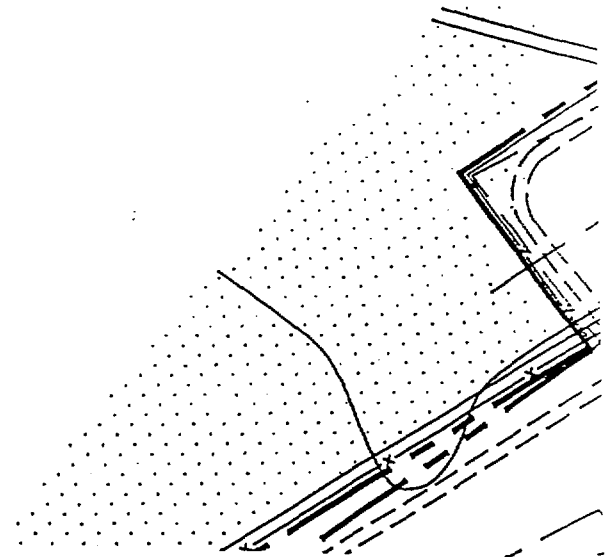


Figure 3-2. Obstacle free zone (OFZ) for visual runways and runways with not lower than 3/4-statute mile (1 200 m) approach visibility minimums

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	
(1)	(1)	ADMINISTRATION BUILDING
(2) (12)	(2)	MAINTENANCE FACILITY
(3)		WESTWIND AVIATION
(4) (16)		VACANT
(5)		OPERATIONS & ADMIN. OFFICES (PSA)
(6)		OFFICES & RESIDENCE
(8)		CIVIL AIR PATROL
(18)		HANGAR (AERO SERVICES, PSA & FULLER AVIATION)
(37)		HANGAR (PSA)
(44)	(44)	FUEL STORAGE
(42)		STORAGE
(52)		HANGAR (VACANT)
(53) (54) (55)		DORM (PSA)
(57)		PARKER HANAFIN
(58) (59)		STORAGE (VACANT)
(69) (103)		STORAGE
(93)		CONTROL TOWER
(100)		T HANGARS
(101)		SHADE HANGARS
(102)		WATER TANK
	(111)	FBO LEASE AREA
(112)	(112)	AUTO PARKING



The preparation of this document was financed in part through a grant from the Federal Aviation Administration (FAA) as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official view or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.
